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NEWS OF THE FAR EAST
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[a30]

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SOLE AGENTS:

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Hongkong, 1st October, 1908. [a40-3]

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PORTLAND CEMENT.

In Casks 375 lbs. net \$5.50 per cask ex Factory
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SHEWAN, TOMES & CO.,
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Hongkong, 29th April, 1908. [a1647]

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DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
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BEST WINES AND LIQUORS SUPPLIED.

Special arrangements for a long stay.

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[a46]

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12.00 noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

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Hongkong, 1st April, 1909. [a549]

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THIS LABEL ON



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DAY SHIRTS
WITH CUFFS \$5.00 WITHOUT CUFFS \$4.00.

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\$6.00 PER SUIT.

UNDERVESTS DRAWERS.
\$2.75 EACH. \$3.00 PER PAIR.

TENNIS SHIRTS
\$3.50 EACH.

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Hongkong, 22nd March, 1909. [a33]

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AND

BASS & Co.'s PALE ALE,

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IN QUARTS, PINTS AND SPLITS.

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Hongkong, 4th March, 1909. [a35]

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HONGKONG AGENTS. [a51]

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NEW NOVELS \$1.75 EACH.

High Life in the Far East, by James Dalziel: Author of "In the First Watch."
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Adventures of Louis Blake, by Louis Becke.
The Tempting of Paul Chester, by Alice and Claude Askew.
The Crime on Canvas, by F. M. White.
Sir Norcombe's Marriage, by Florence Warden.
The Capture of Paul Beck, by M. McDonnell.
The House Called Herish, by "Rita."
The Iron Heel, by Jack London.
The Sin of Alison Daring, by L. G. Moberly.
"This My Son" René Bazin.
We of the Never-Never, by Mrs. Arneus.
The Conventionalists, by R. H. Benson. [a32]

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SCOTCH WHISKY.

\$15.50 PER DOZ.

AN OLD MATURED WHISKY OF FINE MELLOW FLAVOUR.

AS SUPPLIED TO THE HOUSE OF COMMONS.

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[a31]

High Life in the Far East, by J. Dalziel
The International Geography by 70 Authors: Edited by H. R. Mill
Papers on Moral Education: Edited by G. Spiller
The Witness of the Wilderness: The Bedouin of the Desert, Origin, History, &c., by C. Robinson Lees
History of the Bank of England, by A. Anderson
Principles and Practice of Boiler Construction, by W. D. Cruickshank
The Chemistry of Commerce, by E. K. Duncan
Water, Its Origin and Use, by W. Coles Finch
The Wild and Cultivated Cotton Plants of the World, by Sir Geo. Watt
My African Journey by Winston Churchill
Oriental Crises, by H. L. Adam
The Reform of the House of Lords, by W. S. Mackenzie
Cereals for Our Sons: A Practical Handbook for Parents
Historical Mysteries by Andrew Lang
[a32]

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THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.

Hongkong, 13th August 1906. [a28]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1907 £18,114,624.

Authorized Capital £3,000,000

Subscribed Capital 2,750,000

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II. Fire Funds 3,065,374 15 7

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SHEWAN, TOMES & CO., Agents.

Hongkong, 21st July, 1908. [a1019]

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JUST UNPACKED!

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W. B. CORSETS.

NUFORM AND ERECT FORM.

Most popular in the World and worn by the leading Society Belles of Europe and America.

Only to be had from

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Hongkong, 30th March, 1909. [a41]

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MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TAPPAULING

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With CHAMBER for 8 CARTRIDGES

FILING 8 SHOTS in 2 SECONDS.

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Hongkong, 6th March, 1907. [a47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to .550, at 35, 37 and 37.50 per 100. SIGHTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [a1445]

HONGKONG ICE COMPANY, LTD.

IT IS HEREBY NOTIFIED that on and after This Date, the Selling Price of Ice, will be Reduced to HALF A CENT per pound.

JARDINE, MATHESON & Co., LTD., General Managers,

Hongkong Ice Company, Ltd.

Hongkong, 11th March, 1909. [a451]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipcharters. Nos. 35 & 37, HING LOOING STREET, (2nd Street, west of Central Market) Telephone No. 515. [a660]

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THE HONGKONG ICE COMPANY, LTD.

have now 2000 Tons of Cold Storage available at East Point. Storage will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [a48]

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HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons. String Band Plays during Tea and Dinner. Well Furnished Reception Rooms. Private Bar and Billiard Room for Hotel Residents.
Electric Lifts to each Floor.
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Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager. [a42]

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the MANAGER.
Hongkong, 24th July, 1905. [a23]

"KINGSCLERE,"

PRIVATE HOTEL.

APPROACH FROM KENNEDY ROAD AND MACDONNELL ROAD.

Telephone No. 134.

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ELECTRIC LIGHT, Hot and Cold Water throughout. Billiards, Tennis, Croquet, putting green and fine stabling for horses.

Proprietress, Mrs. G. SACHSE. [a45]

"BRAESIDE,"

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STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.

Telephone No. 690.

Apply to—Mrs. F. W. WATTS.

"Braeside," 20, Macdonnell Road.

Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL

TELEPHONE 197.

No. 2, QUEEN'S ROAD CENTRAL.

Mrs. M. MATTHEW, Proprietress.

A thoroughly First-Class and Up-to-Date Hotel

Large and Airy Rooms, affording every comfort to Residents and Tourists.

Table D'Hôte at Separate Tables.

MODERATE RATES.

Telegraphic address: "Comfort," Hongkong.

For Particulars, apply to

M. MATTHEW, Proprietress.

Hongkong, 5th October, 1908. [a43]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA).

MACAO.

THE Hotel is under European management and most strict supervision as to food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for a few days rest and quiet.

Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.

Macao is 40 miles south-west of Hongkong.

Two steamers (s.s. *Sui An* and *Sui Tai*) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER. [a196]

VICTORIA HOTEL

SHAMATEEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMATEEN."

SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.

MACAO.

MANAGER—MR. H. N. BEAUREPAIRE.

Telegraphic address—"FARMER, MACAO."

SITUATED IN THE CENTRE OF PRAYA GRANDE

Both Hotels electrically light

LOCAL SPORT.

BUFFS REGIMENTAL SPORTS.

Yesterday afternoon the second battalion of the Buffs held their regimental sports on the ground of the Kowloon Cricket Club, which was kindly placed at their disposal for the day, the A.A.A. truck being used for the running events. The band of the regiment, under the baton of Bandmaster Howitt, played an appropriate selection of music during the afternoon. There was an exceptionally large attendance, special quarters being provided for the officers and their friends and for the married soldiers, their wives and families. Seeing that it was the regimental sports, however, it was scarcely fair to Tommy Atkins to give him a back seat on the distant hillside. A more advantageous position should have been found for the men of the Buffs nearer to the sports arena. On all sides of the ground the hillside was covered with men, the gaudy turbans of the Indian soldiery blending with the uniforms of different regiments. There was a large sports programme, notwithstanding the fact that many of the events had been decided on previous days, and most of the competitions brought forth a large number of competitors. The committee managing the sports did their work well, giving every satisfaction to competitors and carrying through the large programme to time. The running events proved interesting, but Lance-Corporal Andrews, the local deerfoot, was again to the fore, and easily won most of the races for which he entered. The final tug-of-war saw H. Co. victorious after a short pull, and then two Indian teams were allowed to try their skill, and it is safe to say that it is long since such a pull was seen in the Colony. The teams were C. Co. of the H.K.S.B.R.G.A. and No. 2 Co., the former being Mohammedans and the latter Sikhs. C. Co. won after a pull of eight minutes, by which time a number of the men on each side fell to the ground exhausted, and had to be resuscitated by their comrades. Results of the various events follow:—

100 YARD FINAL: Lance-Corporal Andrews, 1; Private Miller, 2; Private Bunn, 3. Time 11 secs. Miller got about five yards start on the pistol, but Andrews proved equal to the occasion and succeeded in passing the tape first by a narrow margin.

OLD SOLDIERS RACE: Private Euler, 1; Private Dry, 2.

REGIMENTAL MILE:—Lance Corporal Andrews, 1; Lance Corporal Keop, 2; Lance Corporal Roem, 3. There were seven starters in this event, and Ester led for the greater part of the distance, but dropped out in the final sprint. Andrews won by fully 20 yards, Keop being well ahead of the third man.

CORPORALS RACE, 220 Yards:—Corporal Champion, 1; Corporal Reed, 2; Time—25 secs. Of the four starters Miller was left of the start, and Mills fell out shortly after the start, the race ending in an easy win for Champion.

PRIVATE'S RACE, 220 Yards:—Miller, 1; Wells, 2; Bunn, 3. Time—25 secs. This event brought forth twelve starters, but proved an easy win for Miller. Wells, however, just succeeded in snatching second place from Bunn.

SENIORS' RACE, 220 Yards:—Kelly, 1; Port, 2; Time—25 secs. There were but three starters in this event which was fought out by Kelly and Port, the former just winning on the post. Wells maintained the pace until the home run, but finding it too hot, dropped out.

BOYS' RACE:—Fred Dixon, 1; Arthur Smith, 2; Charles Smith, 3. The field was filled with starters and the lamentations of the small losers were heard for sometime after the race had been decided.

GIRLS' RACE:—C. Phillips, 1; Ivy Hazeland, 2; J. Redman, 3.

UNITED SERVICE MILE:—Lance Corporal Rosan, 1; Shipwright Wey King Alfred, 2; Private Beach, 3. Time—5 min. 12 secs. This event, which saw five starters, proved a comfortable thing for Rosan who overtook Wey in the home run and dashed by the tape with ample to spare.

FINAL HURDLE RACE:—Elliot, 2; Ruler, 3. Time—20 secs. The three men in this event ran a good race, Elliot just snatching victory from Sonster, while Ruler was well up in third position.

ELEPHANT RACE:—Taylor and Smith, 1; Marsh and Gerard, 2.

NATIVE RACE, Half Mile:—Halvinder Batar, 1; Kani, 105th L.I. 1; Gur Akbar, H.K.S.B.R.G.A. 2; La Khan, H.K.S.B.R.G.A. 3. Time—2 min. 20 secs. This event saw the large field on sixteen starters, who were wedged like sardines at the starting point. As the race proceeded, however, they gradually fell out, until only three were left at the finish.

QUARTER MILE:—Andrews, 1; Beach, 2; Rosan, 3. Time—53 1/5 secs. Andrews simply walked away from the others in this race, and although he ran against a strong wind and continued without a pacer, he is believed to have lowered the local record.

BUMPING MATCH:—H. Co. defeated B Co.

RELAY RACE:—E Co. 1; H Co. 2.

220 YARDS:—Hiller, 1; Champion, 2; Wells, 3. This race ended in an easy win for Miller.

OBSTACLE RACE:—Marsh, 1; Wilkinson, 2; Evans, 3. This was a cross-country three mile event.

CONSOLATION RACE:—Testro, 1; Smith, 2.

TUG-OF-WAR FINAL: H Co. defeated B Co.

An extra tug-of-war was then arranged for the Indian regiments, a team of Mohammedans of the H.K.S.B.R.G.A. being pitted against a team of Sikhs from the same battalion. Both teams were out to win, and it may have been the spirit of sport or caste differences which caused the men to hold firm to the rope until compelled to drop it from sheer exhaustion. The Mohammedans succeeded in carrying off the prize after a pull of eight minutes, and the cheering of the Indian soldiery was heard long afterwards in the distance.

At the conclusion of the sports Mrs. Bayard, wife of the Colonel of the Buffs, presented the prizes at the Cricket Club Pavilion. On completion of her task the soldiers raised three cheers for the lady and another three for the officers of the regiment.

HONGKONG FOOTBALL LEAGUE.

NAVAL YARD V. R.G.A.

This match was played on the Naval Ground yesterday afternoon at 5 p.m. It was a number of new men playing for the first time, and the result was a very close game. The Naval Yard team played a very good game, and the R.G.A. team played a very good game. The result was a very close game, and the Naval Yard team played a very good game.

ARMY TRIAL MATCH.

The army trial match on Monday did not furnish the Selection Committee with anything fresh as far as the players' form was concerned, and they have very wisely decided to adhere to their original selection. The match on Saturday promises to be well patronised, and given suitable weather the "Gate" should be a record.

FOOTBALL NOTES

We are drawing near the end of our winter game, and only a few matches have to be played to complete a season which will be remarkable in the annals of football in Hongkong. The birth of the league has given a great impetus to the game which will be augmented by the establishment of a football association.

The R.A.M.C. is the first team to complete its league fixtures. It made a fine finish too, beating the Y.M.C.A. by two goals to nothing. The two points gained certainly give the medicals a more respectable position in the table. The R.G.A. got to the finish yesterday when they met the Naval Yard.

Saturday's match between the Civilians and the Military will probably be the last good game of the season. With both elements drawing on the best men available, the play should well be worth watching, and the funds of the League should benefit materially.

As was expected the R.E. got two points from the Naval Yard, and the Buffs had another easy win from the B.O.C. The latter will play their last match on Saturday when they meet the R.E.

REFEREE.

SHANGHAI TRADE.

Messrs. Ilbert and Co.'s latest Report on the Piece Goods Market says:—

Again the weather has much interfered with the movement of cargo, and has retarded enquiry from many outlets. In grey goods generally, there has been an easy tone and prices all round are down slightly. Hankow buyers in particular being very timid in coming forward for fresh purchases. The Newchwang steamers have not yet cleared, but are said now to be taking 4,000 packages of Piece Goods, of which 1,200 Bales are American Sheetings. It is too early to say as yet how demand for the recent growth of the Northern export trade is bound to find its reflection in a good demand for imports.

Clearances as a whole have been upon a satisfactory scale of late, and are more than keeping pace with imports in nearly every class, the total number of pieces of all denominations cleared since 1st January this year, being 2,393,673, against imports of 1,537,767 pieces. As to stocks, a comparison of the present situation with that of the past two years shows a considerable improvement in the market as long been suffering. The figures are as follows:—

Total pos.	1908	1907
in stock	7,388,305	10,425,742
at date	7,388,305	10,425,742

Large auction sales are at present absorbing a considerable amount of the attention of buyers and tend to keep prices unduly low, but the low exchange has encouraged exports and this should have its due effect in stimulating an improved enquiry from the various country outlets as the spring season (which is backward this year) progresses.

A JAPANESE ELECTRIC RAILWAY.

It is satisfactory to know says a London contemporary, that practically the whole of the plan for the new Keihan Electric Railway has been ordered in Great Britain. This company, which was floated last year with a capital of seven million yen, is building the third and longest electric railway in Japan. Its object is to link the former capital of the country, Kyoto, with Osaka, the great industrial centre which has been called the "Manchester of Japan." The total length of the new line is thirty miles, with a double track throughout its entire length, and the generating plant has a total power of 2550 k.w., made up of three 850 k.w. turbo-generator sets. The electrical work is being done by Messrs. Dick, Kerr, and Co., the turbines by Messrs. Williams and Robinson, and the boilers by Messrs. Babcock and Wilcox. The railway carriages are being constructed in Japan. A director of the company, Mr. Saburi, after placing the orders for the machinery, has recently returned to Japan leaving Mr. Baba, the Japanese electrical consulting engineer, to see to the details of the order. Mr. H. B. Ricketton Brindley, of Queen Anne's Chambers, is the European consultant and inspecting engineer to this company. Though the standard gauge of the steam railways throughout Japan is 3 ft. 6 in., it is a significant fact that this line is to be built to the 4 ft. 8 1/2 in. gauge, but in spite of this fact it is contemplated that the full capacity of the new railway will be required at the outset, although there is an ordinary railway between these two centres. The population of Osaka is nearly two millions, and that of Kyoto nearly half a million.

How TO BE BEAUTIFUL. Keep your complexion, Mrs. Ellen's Cream, Lait Chantant and Special Skin Tonic and Poudre Chantant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. As S. Watson & Co. Ltd. Sole Agents.

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The annual meeting of the Hongkong Volunteer Reserve Association was held yesterday at the City Hall—Sir Henry Berkeley, K.C., presiding over a moderate attendance.

The CHAIRMAN said this was the fourth occasion on which the report of the proceedings for the previous twelve months. He regretted to say that the report on this occasion showed a slight falling off in the enrolled membership. There were at the end of December 1907 on the strength 230 and on the strength last year there were 195, of whom 185 were present in the colony. The falling off had been due to members leaving the colony and to deaths. Practically the strength was the same as last year, and he supposed that the lack of acrotonia was due to the fact that the field was pretty well exploited and that most of the men qualified in the somewhat restricted area had already joined. They knew that only those who had attained the age of 35 were allowed to join the association, and they had served in the regular or auxiliary forces for a period of ten years. It had been suggested that the age limit should be reduced to 30, but the reason assigned by those with whom the last would lay was that it would restrict the area of recruiting for the Volunteers. The last thing that any member of the Association would wish to do was to act in a way detrimental to the volunteer force. They were, he proceeded, part of the volunteer force of this country. They were men most of whom had passed through service of some kind and they had the welfare of the voluntary defensive forces of the Colony at heart. He regretted the deficiency, whatever its cause. If it was due to lack of enthusiasm he trusted that would not be the case during the coming twelve months, and if anything could be done to waken and maintain the enthusiasm they might trust the governing body of the association to do everything possible. The falling off in the numbers was to be regretted, also in his opinion was the falling off in the attendance at the ranges. He could not see any reason why that should be the case. The targets were there. They had two ranges and they had everything which could induce men to make themselves efficient with the rifle. It might possibly be that some thought they were efficient and did not need to attend but he would remind them that as in every sport the men who did not have constant practice became slack. Members did not join the association because of any gain but because they felt there was a call of duty, they felt that the manpower of the country should when the occasion arose be able to take a part in the defence of their father's abode. Proceeding, Sir Henry said the Association had been the subject of the Defence Committee of the Colony. As they were aware, there was a scheme; not made public for the defence of the Colony in case of need, and in that scheme the authorities hoped that the members of the Reserve Association should be able to play an effective part. It was impossible for the members of the association to play that effective part unless they had a training which would enable them to co-operate effectively in case of need. The war-like spirit, which was always alive, was with us to-day, but there was a feeling born of long years of security and peace that that spirit would never be called upon to materialise. But, with all respect, he considered that the reasoning of fools. In an Empire such as ours it was impossible to say when the call might materialise. He would make an earnest appeal to the members of the Association, who were physically capable, to attend at the ranges once or twice a month, or at all events, as often as they could so as to justify the existence of the association. The Defence Committee of the Colony, with a view to making the association effective in defence had made one or two suggestions with respect to its members. One of those suggestions was that the members should be supplied with uniforms, not necessarily to wear, but to have in readiness should the occasion arise. The committee thought that suggestion a prudent one and one which should be adopted. They were all well aware that a man who was taken with arms in his possession by the enemy and not being in uniform was liable to be and as they knew had been in past wars with other countries, shot at sight. According to the laws of war in case of an armed conflict between two nations only the authorised forces whether paid or voluntary were entitled to fight for their country. God forbid that the time should come when members of that association should be called upon to put on uniform but they should be prepared in case of necessity. The committee had approved of the suggestion and had informed the authorities that if the uniforms were provided by the Government and kept in store they would be used by them on whatever occasion might be proper. Another suggestion had been made, namely, that rifles should be provided and that also has been agreed to (applause). They had asked that the option might be with the members of the association for them to have the rifles themselves or to have them kept for them at the Volunteer Headquarters. There was one other matter suggested by the Defence Committee which he strongly recommended for adoption and that was that those members of the association who had not been trained to drill either through having been members of the regular forces or having been in one of the auxiliary forces of the Empire should undergo sufficient training to enable them if called out to co-operate with the defence forces. It was suggested that those who were not now able to do so, should learn such things as to advance, retire, form fours, etc., and it had been said that the time occupied in bringing

up such simple drill would not amount to many hours in the aggregate. Circulars had been sent out to members of the association on the subject and he was happy to say that up to the present they had not met with a response which was quite favourable (applause). Last year he had announced that they would receive a grant from the Government to enable them to pay the secretary. At that time considerable difficulty was experienced in finding a gentleman who would be able to spare the time to perform the duties. He had approached the Government and the Government had expressed willingness to make a grant on certain reasonable conditions. Those conditions were that the numbers of the association should be maintained and that the attendance at the ranges should not fall off. He regretted to have to report that those conditions had not been fulfilled and therefore the committee had not felt themselves justified in approaching the Government for a further grant. The grant was given to them under certain specified and reasonable terms and the committee thought that they should not again approach the Government until they could say that those conditions had been carried out. It would therefore be necessary for them to proceed to the election of an honorary secretary and he was glad to be able to inform them that Dr. Evan Jones had come forward and was prepared to do the work if he would be elected by them (applause).

Sir Henry Berkeley was re-elected chairman of the committee for the ensuing year, and the following committee was appointed: Hon. Mr. F. H. May, Captain Branch, Messrs. A. Denison, J. M. Gov, J. Hastings, A. Mackenzie, and G. H. Wakeman. Dr. Evan Jones was formally elected hon. secretary.

This concluded the business.

PARIS LETTER.

[WRITTEN FOR THE "HONGKONG DAILY PRESS."]

February 26, 1909.

ARSENIC IN WINE.

As if the French wine-industry was not already sufficiently crippled, another unforeseen danger has arisen in the form of *vin arsenique*. The presence of arsenic in wine as denounced by M. Mouren, one of the chief professors at the College of Pharmacy in this city, has not a little startled everybody, the members of the Academy of Medicine included. There is nothing new in the revelation—beyond the fact that it was not made public before. M. Mouren thought it only his duty to put his countrymen and countrywomen on their guard when drinking their daily wine. Those who have been refraining from drinking wine on account of its impurity will not regret their decision, that few people, national beverage, after the declaration of Professor Mouren is certain, as it has scared the majority. It would, however, be erroneous to conclude that the strong mineral poison is added by the vine-growers in the course of converting grapes into wine. No such thing; nobody is to blame for the present evil but another, and since it is solely but a question of self-contamination. As arsenic preparations are applied by the growers to the vine to preserve the latter from phylloxera, this antiseptic finds its way to the grapes and so is the wine poisoned! For the last ten years and more, growers have found it necessary to ward off insects in this way—the evil, it will be seen, is not of recent date. It is difficult to see how the grapes from which the wine is made—of course, the present evil but another, and since it is solely but a question of self-contamination. As arsenic preparations are applied by the growers to the vine to preserve the latter from phylloxera, this antiseptic finds its way to the grapes and so is the wine poisoned! For the last ten years and more, growers have found it necessary to ward off insects in this way—the evil, it will be seen, is not of recent date. 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NOTICES TO CONSIGNEES

FROM EUROPE

THE H.A.L. Steamship

"BRISGAVIA"
Captain Schwingenschlager, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st March, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 25th March, 1909. [525]

NORDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.NOTICE TO CONSIGNEES.
THE Steamship

"GOEBEN."

Having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st April, at 9.30 A.M.

All Claims must reach us before the 4th April, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 26th March, 1909. [5]

S.S. "ERNEST SIMONS."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Matapan" from Havre ex s.s. "Matapan" from Bordeaux ex s.s. "V de Lorient" in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded unless intimation is received from the Consignees before 11 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 5th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before 5th April, or they will not be recognised.

All damaged packages will be examined on ONDAY, the 5th April, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 29th March, 1909. [2]

FROM EUROPE.

THE H.A.L. Steamship

"BELGRAVIA"
Hilbrandt, having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., stored at Consignees' risk and expense.

Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th April, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 30th March, 1909. [542]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRANT"
Capt. Macfarlane, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 5th April, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April, will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 30th March, 1909. [546]

VAN
HOUTEN'S
COCOA

Children never tire of its

exquisite natural flavour and

it is as healthful as it is

delicious.



BEST &

GOES FARTHEST.

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MARTIN'S
APOLLO STEEL
PILLS

A French Remedy for all Fevers, Headaches, Stomach Disorders, and all ailments arising from Indigestion. It is a purely vegetable preparation, and is entirely safe for all ages. At all Chemists and Druggists, or sent direct to the Proprietor, Mr. J. Martin, 10, Rue de la Harpe, Paris.

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Special Selections for South China.

CHINA EXPRESS CO.

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Shipping and Insurance Agents.

Hongkong, 22nd January, 1909. [50]

ICE

WE HAVE MET THE CUT and are

now Selling Ice from our Depot,

Nos. 55 & 57, Des Vaux Road Central, for

HALF A CENT PER POUND.

We have the ONLY FACTORY IN

HONGKONG Manufacturing Ice from

DISTILLED WATER and therefore we

GUARANTEE ITS PURITY.

ORIENTAL BREWERY LTD.

Hongkong, 16th March, 1909. [474]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1448]

THE MOST UP-TO-DATE

"PHOTO GOODS"

JUST ARRIVED.

DEVELOPING AND PRINTING

UNDERTAKEN.

A TACK & CO.

26, DES VEAUX ROAD, CENTRAL.

Hongkong, 27th March, 1909. [37]

RAILWAY CONSTRUCTION IN
CROWN COLONIES.

SIR FRANK SWETTENHAM AND
THE CROWN AGENTS.

We have received a copy of the Report of the Committee of Enquiry into the organisation of the Crown Agents Office, and also a copy of the minutes of evidence.

The following extract from the evidence given by Sir F. A. Swettenham, K.C.M.G., has an interest for readers in Hongkong which justifies its reproduction.

877A. With regard to the system of carrying out works in the colonies under the advice and control of consulting engineers, you wish to give some evidence?—I think that is quite wrong.

878. You think that is wrong altogether?—Absolutely wrong.

879. The system of carrying out the works?—Yes.

880. Would you tell us why?—I think that is wrong in the case where the colony has got qualified officers to deal with the work. I think it stands to reason that it must be wrong. The system that is employed through the Crown Agents and the consulting engineers is that the consulting engineers become responsible for the work nominally. They undertake the work; they appoint an engineer to do it; they make a contract with him and the Government of the Colony has no voice in the matter whatever, except to pay all the bills.

881. Describe to us just what would happen in particular case. Where does the consulting engineer come in and who appoints him? Let us say that you want to make a bridge or railway in the Straits Settlements?—Suppose you want to make a railway in the Straits Settlements, I will describe a case which actually occurred. In Singapore they wished to make a railway across the island; it was approved by the Secretary of State, and the consulting engineers were immediately being in the position of having to advise on the railway.

882. Which consulting engineers? How did they come in?—The consulting engineers of the Crown Agents. They then proceeded to appoint an engineer to carry out the construction. The Colony was not asked anything about that; they appointed anybody they chose, sent them out to the Colony, and they proceeded to construct the railway. They did construct it almost, but at least the Colony could not have it any longer, and there was such a fuss made that the engineer went away leaving it unfinished, and it was finished by the engineers of the Malay States Railways. The whole of that was done through the consulting engineers, their man in Singapore reporting directly to them everything that he was doing, and the Government of the Colony had no control whatever of any kind. All that the Colony could do was to pay the bill, and we always had to pay whatever was demanded, although the original estimates were enormously exceeded. They were exceeded time after time, and every time you had to go to the Council and say: "We have nothing whatever to do with this work; it is entirely outside the control of anybody in the Colony; but the gentleman who has been appointed by the consulting engineers in England says that he wants some more money, and you have got to vote it."

883. And they did?—They were told from here that they had to.

884. (Mr. Harris.) They did not go to the Colonial Office on the matter?—The Colonial Office almost invariably supports the Crown Agents.

885. (Sir Francis Mowatt.) Will you just complete the story? You say that the engineer went away, and some other engineer then proceeded to superintend?—One or two of the works built by this first man collapsed, a bridge tumbled down and I think an embankment gave way, and everybody in the Colony became a critic of the railway, so that at last the man got so tired of it all that, mainly through the representations of the Government, when it was nearly completed, he went away. The Malay States having already for twenty years been constructing their own railways without any assistance whatever from the Crown Agents, sent a man down and completed it.

886. (Chairman.) But how was it that the Crown Agents came in the first time in the case of this railway and did not come in the case of the other railways built during the preceding twenty years?—Because the Malay States is not a British Colony, and never has been, and therefore they have done more what they like.

887. If it was necessary for Singapore to go to the Crown Agents in the first instance, how did they manage to evade the Crown Agents when they found the bridges tumbling down and got the Federated Malay States to do it for them?—I think at last at this end, the Colonial Office, the Crown Agents and the consulting engineers got rather tired of the constant complaints that were made, and the man himself at last got so sick of it that he said he would like to go away, and that was the actual result.

888. (Sir Francis Mowatt.) But did the Crown Agents appoint or approve of the second engineer?—No, I do not think they did. The line took more than twice as long to construct as it ought to have done, it cost about twice the original estimate, and it was beginning to look as if the line would never be finished, and indeed, they all said, "All right, do it your own way," but there was very little left to be done.

889. But what about the parts that tumbled down?—That happened afterwards.

890. (Mr. Gibson.) What was the date of this incident you are telling us about?—From 1900 to 1903.

891. The completion of this was later than the last Report dealing with the resolutions of the Crown Agents to the Colonies, dealt with by Mr. Chamberlain?—I was in Singapore at the time, and I represented to the Colonial Office as plainly as I could what the facts were, but as I say, they support the Crown Agents in these matters, and I was told this was what was called the recognised system. I pointed out that we had been for twenty years very successfully constructing railways in the Malay States by what was not called the recognised system, but they said that did not matter—that we had been twenty years wrong. That was all.

892. (Chairman.) I am told that the Secretary of State for the time being took the view that in Singapore the local officials had not got experience of building railways?—I think that is true.

893. And that therefore they could not be allowed to be responsible for building them?—I think that is the case; I think there was not in the service of the Government in Singapore at that moment anybody capable of doing it, but surely it was just as easy for the Colony to appoint a man as it is for the consulting engineers.

The difference is that the man having been appointed by the consulting engineers in this case had never previously been in the Colony or the East at all, and he knew nothing about the price of local labour, local materials, or anything

to do with it. Consequently he was constantly making mistakes for which the Colony had to pay, because there is really no responsibility, and what seems so entirely wrong is that the consulting engineers are not only your advisers but they are really the constructors of the railway. They are advising on their own work all the time. That is what seems so wrong. They are responsible for it, they are your only technical advisers. That is a position that cannot be right.

894. (Mr. Harris.) Are you sure that they were constructors?—Yes.

895. I remember a good many cases of construction of railways, but my recollection is that always there has been a consulting firm apart from the consulting engineers. This is a Departmental work, and I myself am strongly in favour of Departmental work when it is done by the Government with an engineer who is quite independent of the consulting engineers.

895A. I have had some little experience of the Colonial Office, and that is my conception of the usual system. I cannot help thinking that you are telling us of a system which was an anomaly?—I have no doubt about it.

896. (Chairman.) I am told that the usual practice is that the resident engineer is looked upon as the servant of the local Government, and that all his reports to the consulting engineers go through the Government. Was that the case with you?—As to the engineer, no, as to the correspondence, yes, under flying seal they do.

897. But you could do nothing on it?—If we are not supposed to be capable of constructing a railway we are clearly not capable of criticising it. In this question I was told if I did not like it why did I not go out and look at the work and say what was the matter with it. I said I did not pretend to be an engineer.

898. The only thing they were considered to be capable of was to pay for it?—That was all, and as regards that they were not allowed to raise a question at all. We were simply told that we had to do the bill.

899. We understand this system did not meet with your approval, and according to Mr. Harris it was anomalous. What would you suggest in substitution for it where Colonies want to build a railway? I suggest a system which has been followed in the Malay States with great success.

900. What is that? Suppose that a Colony wants to build a railway?—The Government appoints its own railway engineers.

901. (Sir Francis Mowatt.) The local Government?—Yes, it appoints its own engineers just as it would appoint its own doctor and its own public works man.

902. (Chairman.) Then they would proceed to advertise for tenders for locomotives, and the Crown Agents would not come in at all?—Yes. Some of the work at first was done through contractors, but we found it was not satisfactory, and eventually it has all been done by the Government departmentally, small sub-contracts being given out, but the whole of the work being done under the control of the Government instead of by contractors.

903. (Sir Ralph Moor.) But you had a consulting engineer?—They were the very same consulting engineers. We had no voice in that matter.

904. But you had your own working staff?—We were not allowed to choose our own consulting engineers.

905. In the Malay States?—Yes, we were not allowed to choose our own consulting engineers.

906. (Chairman.) Who chose them for you?—The Colonial Office or the Crown Agents.

907. (Sir Francis Mowatt.) I think the question asked by the Chairman was: "What was the system you would approve of?—That is it."

908. I understand you would approve of consulting engineers chosen by the Colony?—Yes. We were not talking at the moment of what really happened in that instance, but we were talking of what system you would recommend?—The system that was followed in the Malay States. I do not think it matters whether the Colonial Office or the Crown Agents, or the Colony choose the consulting engineers; so long as they are people of reputation I do not think it matters in the least. All I mean is that they ought to have nothing to do with the construction, and they ought not to have anything to do with the appointment of the resident engineers who carry out the work, except by request.

910. (Chairman.) I quite see your point?—As we are talking about that, I might mention that, when the Malay States had been constructing railways on this plan for at least twenty years, all of a sudden, without asking us anything at all, an engineer was sent out from England to go and inspect all the lines and make a report to the consulting engineers for the benefit of the Crown Agents. We never asked for him; we could have supplied the whole of the information that it took him a long time to acquire, but to our great surprise at the end we were told to pay the bill.

911. (Mr. Harris.) Are you certain that in your absence somebody did not ask for him?—Absolutely positive.

912. It seems to me an extraordinary thing to happen. I am positive about it.

913. I did not know that the Colonial Office had a double life?—I am absolutely positive and there is no question about it, because I said something about thinking it was strange that we should be asked to pay for this gentleman whom we had never asked for at all, as we could have supplied all the information which it took him some time to acquire, and of course, he had to come to us for it.

914. Do you remember who was Under-Secretary then?—No, I could not tell you.

915. (Chairman.) Had the Crown Agents anything to do with it?—Yes.

916. They sent him out?—I do not know whether it was the Crown Agents or the consulting engineers who sent him out, but what they wrote was that the Crown Agents had suddenly asked the consulting engineers for a Report on the Malay States Railways, and in order to obtain that the consulting engineers appointed this man and sent him out. He only stayed in the place about six weeks; of course, he had to go to everybody for all the information he got, and then he wrote a Report, and we were told to pay for it. That is all that happened.

917. It has not happened again so far as you know?—No, we said something about it at the time.

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[254]

THE FILIPINO PRESS.

THREATENED STRIKE.

It looks as if the Spanish and native papers in the Philippines are to be hoist with their own petard. For weeks past they have been insistently advocating strike and boycott and now that the strike and the boycott are no more there is a movement afoot in newspaper circles to compel the owners of the Spanish and Philippine papers to pay more than the miserable pittance now dealt out to the reporters and others on their staffs.

According to what could be learned yesterday the minimum salary for a reporter is to be P100 per month, the present pay being from P45 to P60. The only two papers that will not be affected by this strike will be the *Vita Filipina* and *Mercurio* the former being conducted by the native clergy and having no reporters and the latter being conducted and reported for by its owner—*Caballero*.

GRAFTING CHARGE.

Charges have been filed with the Governor General of the Philippines against Governor Simon of Albay for not having presented camblers in his province especially in the capital. When reprimanded for his inattention to duty in this regard he at times threw the blame upon the municipal presidents and at others pleaded illness as an excuse. These excuses were found to be groundless and a thorough investigation into his conduct has been ordered by the Governor General.

It is alleged, says the *Caballero Americano*, that one of the leaders in these grafting games was one of the members of the Assembly from that province who was in connivance with officials of the municipal government. The presentation of the investigation is in the hands of the provincial fiscal, who has already a large amount of testimony gathered from witnesses of importance and standing in the local community.

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MATICO
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Grimault's Cigarettes render the respiratory canal, cut short the paroxysms, and remove the feeling of tightness across the chest.

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WRITE FOR CATALOGUE, No. 46

67

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NOTICE.

\$150,000 to Invest on Mortgage: Small Particulars of Securities offered to

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SHIPPING.

ARRIVALS.

AMIGO, German str., 822, Prandson, 31st Mar.
Haiphong and Hoihow 29th March.
General-Jensen & Co.
ANTU, British str., 1350, J. Moadell, 31st
March—Shanghai 28th March, General—
Butterfield & Swire.
HUNAN MARU, Japanese str., 1802, J. Fucuna,
31st March—Swatow 30th March, General—
Osaka Shosen Kaisha.
CARL HEDERICHSEN, German str., 774, J.
Kaver, 31st Mar.—Haiphong and Hoihow
30th March, General—Jensen & Co.
CHONGHANG, British str., 31st March—Canton.
DAIJIN MARU, Japanese str., 899, F. Kaburaki,
31st March—Swatow 30th Mar., General—
Osaka Shosen Kaisha.
DEVANHA, British str., 4000, Wm. Hayward,
R.N.R., 31st March—Bombay 17th March.
Mails and General—P. & O. S. N. Co.
GLOUS, American str., 1231, Reijes, 30th
March—Manila 27th March, Iron—Barker
& Co.
HAYAN, British str., 1183, J. S. Roach, 31st
March—Swatow 30th March, General—
Douglas, Lapraik & Co.
HELEN, German str., 771, J. Jensen, 31st
March—Swatow 30th March, General—
Jensen & Co.
LINAN, British str., 31st March—Canton.
TUNGSHANG, British str., 31st March—Canton.
TAMAHU, Dutch str., 31st Mar., N. Rouman,
31st March—Amoy 29th March, General—
Jaya-China-Japan Line.
YANTUNG, British str., 1424, M. Courtney,
30th March—Wahai and Chinkiang 26th
March, General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

31st March.
Aukai, British str., for Canton.
Ardhi, Maru, Japanese str., for Kutchinotzu.
Bajanya, German str., for Shanghai.
Chongyao, British str., for Shanghai.
Chingfah, British str., for Amoy.
Hayan, British str., for Swatow.
Indran, British str., for Shanghai.
Madras Maru, Jap. str., for Kutchinotzu.
Spin, German str., for Hamburg.
Tungshang, British str., for Shanghai.
Yantung, British str., for Canton.

DEPARTURES.

31st March.
CEYLON MARU, Jap. str., for Singapore.
CHONGHANG, British str., for Canton.
EMPIRE, British str., for Sydney.
GYMER, British str., for Europe.
INARA MARU, Jap. str., for Shanghai.
KAWANG, Chinese str., for Swatow.
MAKANG, British str., for Swatow.
PALMANG, Dutch str., for W. Coasting.
RICE, American str., for Manila.
TAMING, British str., for Swatow.
VENUS, American str., for Manila.

SHIPPING REPORTS.

The British str. Yantung reports: Moderate
N.E. winds and fine weather.

VESSELS IN DOCK.

March 31st.
ABERDEEN DOCK.—
KOWLOON DOCK.—Tatler, Dilly, Shawlee,
Empress of Japan, H.M.S. Merlin.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL
LINE.

For NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"NORMAN PRINCE,"
will be despatched for the above Ports on
WEDNESDAY, the 7th April, 1909.

For Freight and Passage, apply to
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Agents.
Hongkong, 15th March, 1909. [471]

For MARSEILLES, LONDON AND
ANTWERP.

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the Continent.

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will be despatched as above on or about the
10th April.

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JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 4th March, 1909. [418]

REGULAR STEAMSHIP SERVICE

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FOR BOSTON AND NEW YORK.

S.S. "DACRE CASTLE" About 20th. Apr.

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Hon kong, 18th March, 1909. [1712]



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Princes Buildings,
Hongkong, 29th March, 1909. [3]

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To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections common to all from Green Island, Vessels anchoring nearest Kowloon are marked "k,"
nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 3rd inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUMATRA	Brit. str.	—	E. W. Bruce	P. & O. S. N. Co.	About 12th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	LINDBER	Ger. str.	k.w.	Knaibel	HAMBURG-AMERICA LINE	About Middle of May.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	NICOMEDIA	Ger. str.	k.w.	Müller	HAMBURG-AMERICA LINE	On 28th inst.
HAYRE, ROTTERDAM & HAMBURG, &c.	JIKYRIA	Ger. str.	k.w.	Kotzke	HAMBURG-AMERICA LINE	On 5th inst.
HAYRE, BREMEN & HAMBURG, &c.	AMBRIA	Ger. str.	k.w.	Deinat	HAMBURG-AMERICA LINE	On 20th inst.
MARSEILLES, LONDON & ANTWERP	SILEBIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERICA LINE	On 19th inst.
MARSEILLES, LONDON & ANTWERP	GLAMORGANSHIRE	Brit. str.	—	Brue	JARDINE, MATHESON & Co., Ltd.	About 10th inst.
MARSEILLES, LONDON & ANTWERP	CALEDONIAN	Fr. str.	—	Wm. Wade	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	HITACHI MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 14th inst., at D'light
MARSEILLES, LONDON & ANTWERP	TRANQUERAR	Jap. str.	—	Schwinghammer	NIPPON YUSEN KAISHA	About Middle of April.
MARSEILLES, LONDON & ANTWERP	KANAGAWA MARU	Jap. str.	k.w.	W. Thompson	MELCHERS & Co.	On 28th inst., at D'light
MARSEILLES, LONDON & ANTWERP	BRIGAVIA	Jap. str.	—	F. v. Binsler	HAMBURG-AMERICA LINE	On 3rd May.
MARSEILLES, LONDON & ANTWERP	ATSUTA MARU	Jap. str.	—	Cobol	NIPPON YUSEN KAISHA	About 7th inst.
MARSEILLES, LONDON & ANTWERP	AMERICA MARU	Ger. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst.
MARSEILLES, LONDON & ANTWERP	PRINZ LUDWIG	Aus. str.	—	—	TOYO KISEN KAISHA	On 7th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	ROEMAN PRINCE	Brit. str.	—	—	MELCHERS & Co.	On 27th inst.
MARSEILLES, LONDON & ANTWERP	INDRAMAYO	Am. str.	—	—	ARNHOLD, KARBURG & Co.	On 7th inst.
MARSEILLES, LONDON & ANTWERP	DACRE CASTLE	Brit. str.	2 m.	—	SHEWAN, TOMES & Co.	About 20th inst.
MARSEILLES, LONDON & ANTWERP	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 11th inst., at 6 A.M.
MARSEILLES, LONDON & ANTWERP	MONTEAGLE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 11th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	KUMERIC	Brit. str.	—	—	DODWELL & Co., Ltd.	On 13th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	TANGO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	AKI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	KUMANO MARU	Brit. str.	1 m.	—	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	CHANGSHA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 23rd inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	PRINZ SIGISMUND	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	MELCHERS & Co.	About 8th inst.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at D'light
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 4th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 4th inst., at D'light
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	DAVID SASSOON & Co., Ltd.	On 6th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	MELCHERS & Co.	About 7th inst.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 9th inst.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst., at D'light
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 12th inst., P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	MELCHERS & Co.	On 20th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 27th inst.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	On 4th inst., at 10 A.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	OSAKA SHOSSEN KAISHA	To-day, at 2 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	DOUGLAS LAFRAIK & Co.	On 6th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	SHEWAN, TOMES & Co.	To-morrow, at 5 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 6th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	ABBATON V. APGAR & Co.	On 7th inst., at 5 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 9th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	SHEWAN TOMES & Co.	On 10th inst., at Noon.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 13th inst., at 3 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 3rd inst., at 9 A.M.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-day.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 3rd inst., at Noon.
MARSEILLES, LONDON & ANTWERP	YAWATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the
United States of America and Canada and also for the Principal Ports in Mexico
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
KUMERIC	6232	F. S. Cowley	On 8th April.
INVERIC	4789	R. J. Howie	On 6th May.
SUVERIC	6232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.]

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS. 8

Hongkong, 18th March, 1909.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBIL	Saturday, 3rd April, at 9 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Saturday, 3rd April
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ LUDWIG" Capt. F. v. BINSER	Wedday, 7th April, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW" Capt. H. FORMES	About Wed. day, 7th April.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Friday, 23rd April, at 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG & CHINA. 5
Hongkong, 31st March, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at
Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama,
Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John or Quebec.
"EMPRESS OF JAPAN" Sun., 11th April.	"EMPRESS OF IRELAND" Fri., 7th May.
"EMPRESS OF CHINA" Sun., 2nd May.	"ALLAN LINER" Friday, 23rd May.
"MONTEAGLE" Tuesday, 13th May.	
"EMPRESS OF INDIA" Sun., 23rd May.	"EMPRESS OF BRITAIN" Fri., 18th June.
"EMPRESS OF JAPAN" Sun., 13th June.	"ALLAN LINER" Friday, 9th July.

"Empress"
"Monteagle"

Steamships leave HONGKONG at 6 A.M.
at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail
Express, and at ST. JOHN or QUEBEC with the Co's NEW PALATIAL "EMPRESS"
Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to
Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10
Intermediate on Steamers £43 £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while
crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Polder Street and Praya, opposite Blake's Pier.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA
SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOKIN" Capt. Charbonnel	On 12th April, P.M.
MARSEILLES VIA PORTS	"CALEDONIAN" Capt. Brane	On 13th April, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIAN" Capt. Magnon	On 26th April, P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 27th April, 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta,
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway
from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,
Queen's Building. 2
Hongkong, 1st April, 1909.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI."

Captain J. D. Andrews, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for Bombay, &c., on SATURDAY, the
3rd April, at Noon, taking passengers
and cargo for the above ports in connection
with the Company's S.S. "MALWA," 11,000
tons, from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuables, all cargo for France and
Tea for London (under arrangement) will be
transhipped at Colombo into the mail steamer
proceeding direct to Marseilles and London,
other cargo for London, &c., will be conveyed
from Bombay by the R.M.S. "MOREA" due
in London on the 14th May, 1909.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents
and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent. [1]

Hongkong, 22nd March, 1909.

For SHANGHAI, YOKOHAMA, KOBE
AND MOJI.

</

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS DELHI	Noon, 3rd April	See Special of Call
SHANGHAI, MOJI, KOBE, PERA	About 9th April	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	About 12th April	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th March, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
ILOILO	"SUNGKIANG"	On 1st April, 4 P.M.
SHANGHAI	"LINAN"	On 1st April, 4 P.M.
SHANGHAI	"ANHUI"	On 4th April, 4 P.M.
MANILA	"TEAN"	On 6th April, 5 P.M.
MANILA	"CHANGSHA"	On 8th April, 4 P.M.
SHANGHAI	"CHINHUA"	On 8th April, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 10th April, 4 P.M.
SHANGHAI	"CHENAN"	On 11th April, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 12th April, 4 P.M.
MANILA	"TAMING"	On 13th April, 5 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai at the French Bund.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"CHOYSANG"	Thursday, 1st April, Noon.
MANILA	"LOONGSANG"	Friday, 2nd April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 3rd April, 4 P.M.
TIENTSIN VIA CHEFOO	"CHEONGSHING"	Sunday, 4th April, 4 P.M.
MANILA	"YUENSANG"	Friday, 9th April, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 20th April, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Kongkong, 31st March, 1909.

GENERAL MANAGERS.

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DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIKUN"	SWATOW	THURSDAY, 1st April, at 2 P.M.
"HAIKUN"	SWATOW, AMOY & FOOCHOW	FRIDAY, 2nd April, at NOON.
"HAIKUN"	SWATOW, AMOY & FOOCHOW	TUESDAY, 6th April, at NOON.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

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Hongkong, 31st March, 1909.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI VIA SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 4th April, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th March, 1909.

T. ARIMA, Manager.

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NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU	(Capt. W. THOMPSON)	About Wed. 7th April.
MIYASAKI MARU	(Capt. W. BAINBRIDGE)	About Wed. 5th May.
KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 18th March, 1909.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HITACHI MARU	6715	WED'DAY, 14th April, at Daylight
PORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU	6169	WED'DAY, 23rd April, at Daylight
VICTORIA, B.C., and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TANGO MARU	7463	TUESDAY, 13th April, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE	AKI MARU	6444	TUESDAY, 27th April, at Noon
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU	5076	FRIDAY, 16th April, at Noon
SHANGHAI, MOJI, and KOBE	YAWATA MARU	5539	FRIDAY, 14th May, at Noon
YOKOHAMA	TAKASAKI MARU	4370	THURSDAY, 1st April, at Noon
YOKOHAMA	WAKAMIYA MARU	4421	FRIDAY, 2nd April, at Noon
YOKOHAMA	HAKATA MARU	6161	SATURDAY, 3rd April, at Daylight
YOKOHAMA	YAWATA MARU	3317	WED'DAY, 14th April, at Noon

* Omitting Yokkaichi.

† Fitted with Marconi's System of Wireless Telegraphy.
† Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 1st April, 1909.

[15]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 2nd April, 5 P.M.
ZAFIRO	2540	R. Rodger	Manila	On 10th April, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 1st April, 1909.

[14]

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lieben, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOR HAVRE, ROTTERDAM & HAMBURG:	S.S. JLYRIA	... 5th April
FOR HAVRE, BREMEN & HAMBURG:	S.S. AMBRIA	... 20th April
FOR ROTTERDAM & HAMBURG:	S.S. NICOMEDIA	... 26th April
FOR Marseilles, Havre & HAMBURG:	S.S. BREGAVIA	... 3rd May
FOR HAVRE, BREMEN & HAMBURG:	S.S. SILESIA	... 19th May
FOR ANTWERP & HAMBURG:	S.S. LIBERIA	... About Middle of May

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 30th March, 1909.

Hongkong Office.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	Middle of April.
MARSEILLES, HAVRE, COPENHAGEN and ST. PETERSBURG	"TRANQUEBAR"	About Mid. of April.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 27th March, 1909.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6000 tons gross	Sail April 14th, 1909.
S.S. HONGKONG MARU	6000 "	June — 1909.
S.S. MANSHU MARU	5000 "	August — 1909.
S.S. AMERICA MARU	6000 "	October — 1909.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

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Hongkong, 1st April, 1909.

SOUTH MANCHURIA RAILWAY

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIBEN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwangchowun), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES.

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.
YINGKOU LINE—For Yingkou (Newchang), 4 hours from Tashichiao Junction.
FUSHUN LINE—For the famous Fushun Collieries from Suchiatan Junction.

ANTUNG-HSIEH LINE—A light railway from Mukden to Antung-Hsien connecting with the Korean Railway.
STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kobe Maru" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").

At DAIBEN (Dalny), PORT ARTHUR and CHANGCHUN (KWANGCHENGZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIBEN.
Tel. Add. "MANTRISU." Codes: A.B.C., 5th Ed., AI, and Lieber's.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

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16, DES VŒUX ROAD, HONGKONG.

Japan Office:—
14, WATER STREET, YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.	ARRIVAL.
ALESIA, German str., 3,576, Ernst, 1st March	Portland 28th Jan. and Moji 25th Feb.
Flour—Portland Asiatic Steamship Co.	
AMARA, British str., 1,555, Mattock, 2nd Mar.	Hongkong 20th March, Coal—Jardine, Matheson & Co.
ANGHIN, German str., 1,007, Ch. Kumpel, 29th March	Bangkok 18th March, Rice—Butterfield & Swire.
ARIAKI MARU, Japanese str., 2,183, T. Ota, 29th Mar.	Kuchino 23rd March, Coal—Mitsui Bussan Kaisha.
BENTLAWERS, British str., 2,520, W. Bee, 30th March	Yokohama 23rd March, Ballast—Gibb, Livingston & Co.
BIRN, French str., 934, Ribault, 30th March	Singapore 24th Mar., Paddy, Rice and Flour—Bradley & Co.
BOERNE, German str., 1,168, Sembill, 28th March	Sandakan 22nd March, General—Melchers & Co.
BOURBON, French str., 997, Le Bail, 16th March	Singapore 12th March, Rice—Chinese.
CHONGSHING, British str., 1,256, V. McC. Liddell, 29th March	Tientsin via Ports 18th March, General—Jardine, Matheson & Co.
CROYSANGH, British str., 1,424, A. E. Sandback, 27th March	Shanghai via Swatow 21st March, General—Jardine, Matheson & Co.
CYCLOPS, British str., 5,748, H. C. Harris, 24th March	Vancouver and Kuchino 26th March, General—Butterfield & Swire.
DEVAYONGSE, Ger. str., 1,054, Fr. Rehwaldt, 30th March	Bangkok 20th and Swatow 29th March, Rice and Wood—Butterfield & Swire.
EMPEROR OF JAPAN, British str., 3,039, H. Pybus, 19th March	Vancouver, B.C. 24th Feb., Mail and General—C. P. R. Co.
ERROLL, British str., 2,889, L. James, 28th February	Bangkok 21st Feb., Ballast—Dodwell & Co.
GLENNALLOCH, British str., 1,434, Hainsworth, 30th March	Singapore 23rd March, General—Chinese.
GLENGOLE, British str., 2,499, W. T. Larkins, 25th March	Singapore 20th March, General—Chinese.
HATMUN, British str., 636, J. W. Evans, 30th March	Swatow 29th March, General—Douglas, Lapraik & Co.
INDRANT, British str., 2,225, M. Macfarlane, 30th March	New York 5th Feb., General—Shewan, Tomes & Co.
KNIVSBERG, German str., 646, Henk, 23rd March	Pakhoi 19th March, Sugar and General—Jensen & Co.
KORAT, German str., 1,234, Schmidt, 28th March	Bangkok 18th Mar., General—Butterfield & Swire.
KWANGTAR, Chinese str., 1,536, W. H. Lunt, 29th Mar.	Shanghai 26th March, General—Chinese.
LABRETES, British str., 1,340, Frampton, 29th March	Singapore 24th March, Rice, Meal and General—Chinese.
LAIKANG, British str., 2,224, F. Wheeler, 30th March	Singapore 23rd March, General—Jardine, Matheson & Co.
LINAK, British str., 1,352, C. C. Williams, 28th March	Shanghai 25th March, General—Butterfield & Swire.
LOONGSANG, British str., 1,092, S. J. Payne, 30th March	Manila 27th March, General—Jardine, Matheson & Co.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898.

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